

A knowledge of what our fathers endured may be useful to us, and to those who live after ~~we~~ are gone. I think the undertaking very commendable, and wish you much success in its prosecution.

Respectfully, Yours, &c.,

N. E. KENNEDY.

#### NO. VIII.

The following facts concerning this road are taken from a report made by the company to the Senate, in 1822. They may be of interest, to show the magnitude and value of this road in the first period of its existence—as well as the enterprise of the inhabitants:

"The length of this road is fifty miles. Beginning at the Delaware river, it passes through the towns of Damascus, Lebanon, and Mount Pleasant, in Wayne County, and Gibson, New Milford, and Great Bend, in Susquehanna County. It was begun in 1806, and finished in 1811. The act of incorporation provided for 1,000 shares of \$50 each, with power to increase the number of shares, so as to fulfil the intention of the act. The number of shares taken was 1,657. The capital stock, therefore, amounted to \$82,850. The road received no assistance from the State. It was built by individual enterprise—most of the stock was taken on the line of the road. It was constructed twenty feet wide. The materials are, earth, stone, lime, and timber. Its form was convex, being about four inches higher in the centre than at the sides

During the three first years, it paid a debt of \$11,000, besides keeping itself in repair.

This road furnished a very convenient passage for settlers in this new country and westward. Some portions of this part of the State owe their early existence and growth to this road. It gave a decided impulse to the increase of population and improvements to the surrounding country."

#### NO. IX.

"This road was begun in 1812. It commences at Mount Pleasant, and was to terminate at Dingman's Ferry on the Delaware river, in Pike County—a distance of fifty miles. It was, however, never finished further than its intersection with the Milford and Owego turnpike—a distance of thirty-two miles. The capital stock was \$40,000. Private subscriptions, \$24,000. State subscription, \$8,000. Average cost of the road per mile was \$904. The principal objects of the road were—to open a communication to market, chiefly to Philadelphia, by way of the Delaware river—and promote the more rapid settlement of this part of the State. In consequence of great changes in public improvements and modes of travel, it has been relinquished, with the exception of that portion lying between Bethany and Mount Pleasant."

#### NO. X.

The average yield of Indian corn, under good tillage, is fifty bushels per acre. The cost of raising it